

MEETING RECORD

NAME OF GROUP: OFFICIALS COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: September 22, 2017, 2:00 p.m., Mayor's Conference Room, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Bill Avery, Mayor Chris Beutler, Roy Christensen, Ryan Huff and Todd Wiltgen; (Jane Raybould absent). David Cary, Paul Barnes, Mike Brienzo, Kellee Van Bruggen and Teresa McKinstry of the Planning Dept.; Randy Hoskins and Lonnie Burklund of Public Works & Utilities; and Daniel Nguyen of the Federal Transit Administration.

Chair Roy Christensen called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

Christensen then called for a motion for approval of the minutes of June 22, 2017. Motion for approval made by Avery, seconded by Mayor Beutler and carried 4-0: Avery, Mayor Beutler, Christensen and Huff voting 'yes'; Wiltgen absent at time of vote; Raybould absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), A) NEBRASKA HIGHWAY N-79, AGNEW NORTH & SOUTH OF RAYMOND SPUR NORTH TO VALPARAISO:

Mike Brienzo stated that this is regarding Highway 79. The project is in the current TIP. It is currently being let for construction. They need to convert state funds to federal funds. In order to convert, it must be noted in the TIP. They have asked us to re-list the project so the conversion can be done. There is no change in the scope or cost, just the funding is being moved.

Avery questioned if this type of conversion is normal. Brienzo replied yes, this is normal. It is an advanced construction tool. The City does this as well.

ACTION:

Mayor Beutler moved approval of reprogramming Nebraska Highway N-79, Agnew North & South of Raymond Spur north to Valparaiso, from FY 2017 to FY 2018 and programming state funding as advanced construction funds being converted to Federal STP-Flexible funds, seconded by Avery and carried 5-0: Avery, Mayor Beutler, Christensen, Huff and Wiltgen voting 'yes'; Raybould absent.

BRIEFING ON THE FHWA/FTA MPO CERTIFICATION REPORT:

Daniel Nguyen stated that he is from the Federal Transit Administration (FTA) in Kansas City. Federal law dictates that every four years, the Federal Highway Administration and the FTA jointly review the metropolitan transportation planning process for those urban areas over 200,000 people. This provides a status check. The MPO is in good status now. There were zero corrective actions needed. There were four recommendations. These are merely improvements to the current status. There were two commendations where the MPO is doing an outstanding job. The four recommendations are documentation of the planning and coordination steps between MPO, StarTran and NDOT; FHWA/FTA will deliver background and the benefits/costs of implementing a consolidated planning work program; determine how to best ensure individuals who might have a language barrier can effectively access key MPO planning documents online; and the Congestion Management Process needs to be updated with all the current activities that the City and the MPO are undertaking. The two commendations were that Lincoln did an outstanding job with the outreach of the plan and using the Long Range Transportation Plan (LRTP) to tell the story about the region priorities and needs when balancing project costs with available revenues. We found that the MPO, City and County did an outstanding job with informing everyone of the importance of the LRTP.

Brienzo added that the details of the report are available online. Recommendations from the last certification review were addressed. We take these recommendations very seriously. We have begun to look at some of the recommendations already. The Congestion Management Process has begun to be discussed. We haven't gone far on the language barrier. We will work with our technical people to address this.

BRIEFING ON THE NEBRASKA DOT LINCOLN SOUTH BELTWAY STUDY:

Ryan Huff stated that the public hearing notice and factsheet were included in the agenda. The Nebraska Department of Transportation (NDOT) will be holding a public hearing on the draft Environmental Process on October 3, 2017. This will be an open house forum with a formal presentation. People will be able to give their comments on the document. All comments are due by October 7, 2017. This meeting is a federal requirement. This project has been around for a while. In 2013, Build Nebraska Act funding was designated. There have been some changes in requirements over the years. We have been working diligently to address everything. We are very close to a final design. This is the final opportunity for people to comment. We anticipate some slight changes and then it will be sent to the Federal Highway Administration for approval. In 2018, if we receive all approvals, we will start acquiring right-of-way. Then we plan to let for construction in 2020 if no problems arise.

Brienzo added that himself and Randy Hoskins have been sitting on the committees and going over all the details. From his perspective, this will give landowners a chance to see how the access to their property will happen. Huff noted this won't be the first time that they will have seen these plans. This will be a finalization.

BRIEFING ON THE LINCOLN TRANSPORTATION IMPLEMENTATION STRATEGY:

Lonnie Burklund stated that the City is seeking ideas and consensus on how to address current and future infrastructure needs. This is an action plan to implement some goals that were included in the 2040 LRTP. He thinks this is the simplest form of looking at improvements to our transportation system. The key areas are system preservation, system optimization and system growth. Mayor Beutler has appointed a Citizen's Transportation Coalition. They are charged with five items: 1) What are Lincoln's current system preservation, system optimization and growth needs? 2) What level of transportation infrastructure maintenance do citizens expect? 3) What transportation investments are needed to continue to improve quality of life in Lincoln? 4) What will those desired investments cost? and 5) What are the best mechanisms for the City to fund its current and expanding infrastructure needs? There was a kickoff meeting in August 2017 with the Coalition members. We drove around the City and looked at streets and needs. We just wrapped up a meeting with the consultants. We are gleaning some information from other peer cities around the U.S. We will be rolling out some recommendations to carry forward as we tie up this final plan. You will see a lot more information about this. It is a huge focus of Public Works & Utilities. There will be a lot of information that will be shared on the web. Holley Salmi is the Communications & Public Affairs Manager for Public Works & Utilities.

BRIEFING ON THE LINCOLN MPO ON-STREET BIKE FACILITIES STUDY AND COMMITTEE ACTION ON TECHNICAL COMMITTEE OVERSIGHT:

Kellee Van Bruggen stated that this is a follow up from the LRTP discussion. We started to dive in to what the On-Street Bicycle Facilities might look like. We received a lot of great feedback. We are missing this key piece. A lot of people are very happy with the N Street Cycle Track. We are looking to hire a consultant to help with this process. We will be asking the consultant to look at the whole road network and where the facilities would make sense. This would give an outline of the next two to ten years. We are also looking at what the cost effective solutions would be for the longer term out ten years and getting some costs and information on what those types of facilities would look like. The Request For Proposal (RFP) is currently out on the website. We will also set up a Citizen's Advisory Commission.

Brienzo stated that this project is identified in the Unified Planning Work Program (UPWP) to be funded in part with Federal PL funds.

Mayor Beutler wondered about the Comprehensive Plan and increasing density, in particular in downtown in terms of people using bicycles every day for back and forth to work. It seems bike facilities would work best in or near downtown. He questioned if the plan will make this work for the whole City or a more dense network in the denser parts of town. Van Bruggen replied that staff has asked the consultant to make a City wide plan, but anticipates an emphasis on higher traffic areas. We will probably see more bike lanes. We anticipate that density will be

involved in the discussion. Mayor Beutler would like to see how this is worded. Van Bruggen can provide him with the language.

There being no further business, the meeting was adjourned at 2:35 p.m.